

INTIMATIONS

A. S. WATSON
& CO., LTD.,

WINE & SPIRIT MERCHANTS.

BRANDY.

	Per Case of 1 doz.	Per Bot.
* A. SUPERIOR PALE, Red Capsule ...	\$30.40	\$2.65
* B. SUPERIOR OLD COG- NAC, Red Capsule ...	33.70	2.90
* WATSON'S XXX COG- NAC, Gold Capsule ...	34.80	3.09
* WATSON'S XXX COG- NAC (1/2 Bottle, 2 Doz.)	37.00	1.60
HENNESSY XXX	41.40	3.45
* C. SUPERIOR OLD LIQUEUR COGNAC, Gold Capsule ...	40.30	3.45
* D. VERY FINE OLD PALE LIQUEUR COGNAC, Gold and White Capsule ...	46.90	4.00
BOUTELLEAU'S CHAMPAGNE LIQUEUR ...	52.40	4.55
* E. FINEST OLD BROWN BRANDY, Gold and White Capsule ...	53.50	4.55
MARIE BRIZARD and ROGER'S FINE PALE COGNAC ...	51.50	2.65
S. V. F., V. O. COGNAC	79.70	6.63
V. O. L., 60 Years Old ...	119.30	9.85
UNITED VINEYARD PROPRIETORS, 75 Years Old ...	157.50	13.15

* These Brandy bottles by ourselves are
guaranteed to be pure and of Pot Still
Distillation.

A. S. WATSON & CO.,
LIMITED,

HONGKONG AND CHINA.

BIRTHS.

NEILD.—On October 11th, at Shanghai, the
wife of F. M. NEILD, M.B., B.S., of
a son.
BOISEZON.—On October 11th, at Shang-
hai, the wife of CHARLES BOISEZON,
of a son.
ARNOLD.—At Hankow, on October 8th, to
the wife of J. H. ARNOLD, American
Consul-General, a son.

DEATHS.

ROCHE.—At Shanghai, on October 12th,
PATRICK JOHN (Patsy), infant son of
Mr. and Mrs. T. J. ROCHE, age 9
months.
SIEMSEN.—On October 9th, at San Fran-
cisco, WILLIE, third son of Mr. and
Mrs. F. H. SIEMSEN, C. M. Customs.
Aged 18 years.
GAUSSEN.—On October 10th, at Shanghai,
PHILIP LOWRY GAUSSEN, of the
Shanghai-Nanking Railway Co.
SEIDLER.—On October 11th, at Shanghai,
ERNEST SEIDLER, M.E. of Messrs.
Meichers & Co., aged 35.

HONGKONG OFFICE: 10A, DES VUEX ROAD C.
LONDON OFFICE: 191, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 19TH, 1914.

It is very unfortunate that traffic through
the Panama Canal should be interrupted
by a landslide in the celebrated Culebra
Cut so soon after the opening of the
waterway to commercial traffic. What
caused the landslide is not suggested in
the telegram, but everybody has foreseen
the possibility of occurrences of this kind
owing to the canal being in a zone liable
to frequent seismic disturbance. Apart
from that it would seem that there are
ordinary risks of landslides in the Cut
which have called for special precautions
in navigating the channel. Hence, there
is a regulation limiting vessels to a speed
of six knots per hour in the Culebra
Cut, while, when approaching turns,
vessels are required to maintain the
slowest speed that will enable them to
keep their roadway. In some other parts
of the Canal vessels are allowed to travel
up to a speed of fifteen knots. The Canal
consists of three essential parts: a lake
formed by damming the Chagres River,
and two channels leading from the
Atlantic and Pacific Oceans to this lake.
The surface of the lake is normally at 85
feet above sea-level, while the channels
connecting it with the sea are at sea-
level. Ships are lifted from the sea-level
channels to the lake, or lowered from the
lake to sea-level in locks. The lake is

known as Gatun lake and is 164 square
miles in area. At its southern end is the
Culebra Cut, the channel through the
continental divide. This excavation is
described as the largest ever made. The
French canal-builders dug about 12,000,000
cubic yards out of this section of the
canal and the Americans completed an
excavation amounting to over 100,000,000
yards. The total excavation for the
whole canal is 229,000,000 cubic yards,
about 130,000,000 yards of which were
excavated in the dry and the balance by
dredges. About 4,500,000 cubic yards of
concrete were used in the locks. We have
said it is unfortunate that traffic should
have become interrupted by a serious
landslide in the Canal so soon after it
had been thrown open to traffic. The
inconvenience which might be caused
to ships which are on their way
—both from the Far East and to
the Far East, via the Panama Canal,
—does not require to be stated, but
if the present landslide is of such a
character as to close the Canal for many
weeks, the occurrence is one which is cer-
tain to frighten away traffic, especially the
Orient traffic, because from Hongkong or
Manila to New York the distance is
practically the same whichever of the two
routes is taken. From Yokohama to New
York the distance is shortened by some
3,500 miles via San Francisco and Panama
as compared with the Suez route, but
until experience shows that the shipping
companies may as confidently count upon
their ships getting through the Panama
Canal as they have been accustomed to
count upon their ships passing through
the Suez Canal without more than
ordinary delays arising from a congestion
of traffic, they will have a very natural
hesitation about sending ships by the
Panama route. It would be an expensive
matter for a ship well laden with cargo
from China and Japan to cross the
Pacific and on arrival at Panama to learn
that a serious landslide had blocked the
Canal to an extent involving the suspen-
sion of traffic for some weeks. We
hope therefore that the landslide
reported a few days ago is not so great
as the imagination of those acquainted
with the difficulties of the excavation
work there can easily picture it to be; and
in any case it will be hoped that when
once the damage done has been repaired
the engineers will be able to give to the
world the assurance that nothing short of
an earthquake will cause the Canal to be
again interrupted by landslides.

The Ministering Children's League
announce their annual sale of work to be
held in the Grounds of Government House
on Saturday the 31st inst.

At a meeting of the Sanitary Board,
called for to-morrow, a letter will be read
from the Government relative to the
appointment of a Select Committee to
consider the whole question of the water
carriage system.

"No Chits taken" is an announcement
more in evidence in these days than
formerly. We are asked to mention that
the rule is one which has been adopted
for the Sale of Work at the French
Convent which Lady May is opening at
10.30 a.m. to-day.

The Gazette announces that His
Majesty the King has been pleased to
approve the re-appointment of Hon. Mr.
Wei Yuk, C.M.G., to be an unofficial
Member of the Legislative Council for
a term of three years, with effect from
the 22nd inst.

We are asked to state that owing to the
detention of the *Miyazaki Maru* at Aden,
Madame Casulli will not arrive in
Hongkong till the 26th instant. Her
exhibition of Parisian novelties at the
Peak Hotel will therefore not take place
till the 29th. An announcement to that
effect will be found in our advertisement
columns.

A most satisfactory company sat down
to the special dinner at the Grand Hotel
on Saturday, the proceeds from which are
to be devoted to the Prince of Wales' Fund.
The dining-hall and lounge had
been profusely decorated, the colours of
the allied forces being predominant, and
during the evening several local vocalists
rendered items. The pretty little
daughter of the proprietor, attired in a
dainty Japanese costume, had her own
special appeal on behalf of the less
fortunate children who have been
suddenly robbed of their bread-winning
parent. She so successfully prevailed
upon the guests to purchase picture post-
cards of the Prince of Wales that \$50 was
realised—this by a little girl of very
few summers.

Any European desiring to leave the
Colony should apply in writing for per-
mission to do so to the Provost Marshal,
Head Quarters Office, at least 48 hours
before the intended hour of departure,
giving name, nationality, age, sex, height,
complexion and occupation of the appli-
cant, and stating the name of the steamer
or other vessel or the hour of the train
by which the applicant wishes to leave.
Applicants should apply in person for
their passes to the Provost Marshal at
Head Quarters Office between the hours of
10 a.m. and 4 p.m.

THE WAR.

[THROUGH REUTER'S AGENCY.]

THE SUBMARINE DANGER.

H.M.S. "HAWKE" SUNK.

LONDON, October 16th.
12.15 p.m.

H.M.S. *Hawke* was sunk by a submarine in the North Sea. It is
stated that about 50 of the crew have been saved, out of 400.

12.35 p.m.

The Admiralty announces that the cruiser *Theseus* was attacked by
a submarine in the North Sea yesterday, but was missed. The *Hawke* was
attacked at the same time and was sunk.

A trawler landed at Aberdeen three of H.M.S. *Hawke's* Petty
Officers and 49 men.

6.30 p.m.

H.M.S. *Hawke* was torpedoed yesterday and sank in five minutes.
Survivors escaped in an overcrowded boat. It was impossible to save those
floating in cork-jackets and on rafts. The submarine's periscope disappeared
immediately after the explosion.

8.55 p.m.

An officer and 20 more men of the *Hawke's* crew have been saved
from a raft.

[H.M.S. *Hawke*, one of the oldest cruisers in the Navy, was
launched in 1891. Her displacement was 7,350 and her speed 20 knots. She
carried two 9.2 inch and 10.6-inch guns. Her complement is given as 544.
The *Theseus* is of the same class and displacement as the *Hawke*.]

October 17th.
1.35 p.m.

The Admiralty confirms the statement that Lieut.-Commander
Rosoman, Gunners Dennis and Evitt, and Boatswain Austin were saved
from the *Hawke*, but it fears that the remainder of the officers are lost.

[Lieut.-Commander Rosoman a few years ago was attached to the
Tamar in Hongkong and therefore is known to many in the Colony.]

BRITISH NAVAL VICTORY.

FOUR GERMAN DESTROYERS SUNK OFF DUTCH
COAST.LONDON, October 17th.
7.30 p.m.

The Admiralty announces that a cruiser, accompanied by
destroyers, engaged four German destroyers off the Dutch coast in the
afternoon. All the enemy's destroyers were sunk.

LATER.

The British loss in the action was one officer and four
men wounded. The damage sustained by the British destroyers was
slight. Thirty-one German survivors were made prisoners.

RUSSIA LAYS MINES IN THE
BALTIC SEA.

PRECAUTION AGAINST SUBMARINE MENACE.

PETROGRAD, October 17th.
1.35 p.m.

It is officially announced that owing to the presence of German
submarines at the entrance to the Gulf of Finland and the danger from
torpedoes on the Russian coast, the Russian Government has been
compelled to mine the sea from the Gulf of Riga to the Aland Islands.

DUTCH LINER STRIKES A MINE.

LONDON, October 18th.

The Dutch liner *Noordam* (gross tonnage 12,531), bound from
New York for Rotterdam, has sent out a wireless message that she has
struck a mine in the North Sea, but is proceeding under her own steam.
Seven persons on board are injured.

GERMAN CRUISER WITH DAMAGED ENGINES.

ARRIVES AT HONOLULU FOR REPAIRS.

LONDON, October 17th.
2.50 p.m.

The German cruiser *Geier* has arrived at Honolulu for repairs
to her engines, which will occupy several weeks.

The American Government is watching to prevent a violation of
neutrality.

A TURKISH FLEET MOVEMENT.

LONDON, October 17th.
6.25 p.m.

A message from Constantinople states that the Turkish fleet has
assembled at the entrance to the Bosphorus. Several warships have
proceeded to the Black Sea. The gathering is apparently due to the
cruise of the Russian Black Sea fleet.

7.15 p.m.

The Turkish Fleet has returned to the Sea of Marmora.

TURKEY AND EGYPT.

LONDON, October 18th.
2.00 p.m.

A message from Constantinople says that the Porte states officially
that Turkey entertains no aggressive intentions against Egypt, which, the
statement points out, is a Turkish province.

[THROUGH REUTER'S AGENCY.]

THE STRUGGLE IN
FRANCE.

ALLIES CONTINUE TO PROGRESS.

LONDON, October 16th.
4 p.m.

To-day's Paris *communiqué* says:—Yesterday's progress is confirmed.
The action of the Allies now extends from Ypres to the sea.

LONDON, October 17th.
1.15 a.m.

An official Paris *communiqué* issued at 11 o'clock in the evening
states:—

The battle on the Left Wing is continued with vigour, and we are
holding the ground everywhere. We have also gained ground at certain
points.

We have occupied notably Laventil, east of Estaires in the direction
of Lille. Nothing noteworthy has taken place elsewhere, except an
unsuccessful German attempt to attack Malincourt, north-west of Verdun.

LONDON, October 17th.
4.05 p.m.

Another *communiqué* says that the German troops in western
Belgium have not passed the line formed by Ostend, Thourout, Roulers
and Menin.

The greater part of the front is comparatively quiet.

There is no change on the Left Wing in the region of Ypres.

The Allied Troops on the right bank of the River Lys have occupied
Fleurbaix, and also the immediate approaches to Armentieres.

We have gained some ground in the Arras and St. Mihiel
districts.

LONDON, October 18th.
1.15 a.m.

An official statement given out in Paris at midnight stated that
along the front there had been simple cannonading. The progress on the
Allies' Left continues and the Allies have occupied Fromelles, south-west
of Lille. French marines along the Ypres Canal to the sea repulsed a
German attack.

THE NAVAL BRIGADE CASUALTIES AT ANTWERP.

LONDON, October 17th.
4.15 p.m.

The Admiralty announces the following casualties in the Royal
Naval Division at Antwerp:—

Battalion Commander Maxwell, late Grenadier Guards, and Sub-

Lieut. Ridge, Volunteer Reserve, killed.

Thirty-six officers are interned in Holland, including Commodore
Wilfred Henderson, Commanding First Brigade.

All are in the Volunteer Reserve, with the exception of two Officers
of the Indian Army, a Commander in the Navy, five Lieutenants in the
Navy, a Captain of R.M.L.I., Major Hon. W. Trefusis and Major Bryce,
Coldstreams, and Major Fletcher, Scots Guards.

GERMANS OCCUPY OSTEND.

LONDON, October 17th.
4.30 p.m.

An Amsterdam message states it is officially announced in Berlin
that the Germans occupied Ostend on Thursday.

GERMANS REPORTED TO HAVE MINED THE SCHELDT.

LONDON, October 18th.

It is reported that the Germans have mined the Scheldt below
Antwerp.

THE RUSSIAN ADVANCE.

RUSSIANS REPEL GERMAN ATTACKS.

LONDON, October 16th.
4 p.m.

The Russians have repelled the German attacks on Ivangorod and
Warsaw.

LONDON, October 17th.
4.10 p.m.

A Paris *communiqué* states that there is no marked change in East
Prussia.

The Austro-German armies in the middle of the Vistula have been
compelled to act on the defensive along the whole front.

There is continual fighting south of Przemyśl, and the Russians
have taken 500 prisoners.

4.30 p.m.

A Petrograd official despatch states there have been slight engage-
ments on the East Prussian Front. The Austrians and Germans took the
offensive on Thursday on the middle of the Vistula and in Galicia.

AUSTRIANS DEFEATED IN DESPERATE BATTLE
IN BOSNIA.LONDON, October 17th.
4.30 p.m.

A Nish official despatch states that the Servians and Montenegrins
on Wednesday completely defeated the Austrians in a desperate battle at
Glasinatz, a plateau which dominates the fortifications of Sarajevo.

BOMBARDMENT OF CATTARO.

LONDON, October 17th.
4.30 p.m.

A Rome despatch says the Allied Fleets' guns at Mount Lovchen
violently resumed the bombardment of Cattaro.

[THROUGH REUTERS AGENCY.]

THE SIEGE OF TSINGTAU.

IND KAISER FORTS DAMAGED.

LONDON, October 18th.
3.30 p.m.

Officially announced in Tokyo that warships destroyed a portion of the forts. Aeroplanes simultaneously threw bombs on the forts. One British killed and two wounded; one Japanese killed and one wounded.

[JAPANESE OFFICIAL ACCOUNT.]

S. Imai, Consul-General for Japan at Hongkong, forwards the following official news received by him on Saturday morning:—

The Commander-in-Chief of the Second Squadron reports on the 14th that one part of our Second Division, together with one British ship, proceeded to the north of Ta Kung Island on the 14th October, and bombarded the Iltis and Hui Chuan forts destroying part of them. At the same time, one of our aeroplanes, flying over the Hui Chuan fort, threw bombs upon it, while observing the effect of our firing. The battle we sustained no damage.

THE GERMAN WAR CONSPIRACY.

ANOTHER INSTANCE OF PRE-ARRANGED SCHEMES.

LONDON, October 18th.
6.45 p.m.

Owing to the discovery in France and elsewhere of concrete beds in fortifications, apparently prepared for big guns, a raid was made on a German factory at Wilseden, and concrete floors were found to exist there. Numerous Germans are temporarily detained.

THE BUKHAREST OUTRAGE.

MESSRS. BUXTON OUT OF DANGER.

BUKAREST, October 18th.

Messrs. Noel and Charles Buxton, the two well-known English gentlemen who were shot at by a Young Turk as they were proceeding to the funeral of King Carlos, are now out of danger.

SOFIA, October 18th.

The assassin stayed at the same hotel as the brothers Buxton here, and followed them as they left.

The Turk said that he was attached to the Constantinople newspaper *Our Age*. The outrage has caused profound sensation and indignation, as the brothers are highly esteemed.

CANADA'S MILITARY EXPENDITURE.

LONDON, October 17th.
11.45 p.m.

It is announced that the Bank of England will advance the money required this year for Canada's military expenditure. A permanent War Loan will be floated later.

FOOTBALL SEASON OPENED.

HONGKONG F.C. POLICE.

Even in Hongkong, where civilian football is especially the followers of the Police, the season has frequently been marked for an unworthy apathy, the result of the football season "proper" invariably in past years created some amount of excitement and enthusiasm, and a little discussion between the votaries of football as to prospects, new players, and other little items that contribute to make football "small talk" interesting. There is been nothing of this latterly, however, and Season 1914-15 was ushered in on the Hongkong Football Club's ground, Saturday with an almost serene quietness. It was entirely due to the initiative of the Police that the game was arranged. They have several reputedly valuable football recruits on the strength now, anxiously desired to give them a chance to show their paces.

The officials got together quite a representative team for the beginning of the season and a couple of "strangers" in the intermediate line gave promise of good things. The Police had had some practice before Saturday, whereas the Club men for the most part had not even seen a football since the leather was stored away at the end of April last. In the circumstances, surprisingly good displays were given by both sides, and the combination of the Club in particular was especially gratifying. The two wings, Hui and Stalker on the left, and Larkin and Gace on the right, playing with a sympathetic understanding that one scarcely expected to see. Of course there was a deal of hard and somewhat occasionally ill-judged kicking on both sides, but that was more or less looked for. The result, a win for the Police by a goal to nil, about represented the progress of play. The Club had their chances, one or two of them indeed were gifts, but—

somehow Swan was not seriously troubled. He watched the ball a trifle more keenly when Stalker was in possession in the danger zone, but the inside man didn't get the opportunity he worked for so tirelessly. Reid, one of the newcomers to the Police, scored the only point in the game. He took a low square centre from Grimmer, found plenty of room between the backs to push his great bulk through, and beat Cope at close quarters. From him one saw the old Scotch tactics of keeping tight on the defence, preventing them from a definite clearance and making them feel generally uncomfortable. It takes a great deal of this, however, to demoralise such old stagers as Hamilton and McCubbin. The Police defence was

quite good; the halves were inexhaustible, and the backs were always sure of their kick. There was little in the game worthy of detailed description, but taken all through it surpassed a great many games seen on the Club ground even at the latter end of last season.

CRICKET.

MR. BROWN'S XI. V. MR. WEASER'S XI.

Played on Saturday at Kowloon C.C.

Scores:—

MR. BROWN'S XI.

A. A. Claxton, b. Else 42

N. L. Railton, c. Robertson, b. Blackburn 0

F. L. R. Munn, b. de Rome 28

K. McLennan, c. Weaser, b. de Rome 10

W. Kay, c. Edwards, b. de Rome 0

H. S. Rouse, b. de Rome 0

N. T. Elson, c. Else, b. de Rome 6

A. O. Brown, c. Shroff, b. de Rome 0

H. E. Hollands, b. Robertson 5

H. Overy, c. de Rome 17

A. W. Davidson, not out 0

Capt. Wheeler, b. Robertson 0

P. R. Wolf, c. de Rome 4

Extras 6

Total 118

Bowling Averages.

O. M. R. W.

Blackburn 5 0 30 1

Weaser 4 0 10 0

de Rome 9 0 42 8

Else 5 1 13 1

Robertson 4 0 19 2

MR. WEASER'S XI.

E. J. Edwards, c. Hollands, b. Claxton 24

A. R. F. Raven, retired 50

Major Robertson, retired 51

F. J. de Rome, b. Kay 27

J. H. Mead, run out 0

S. O. Else, c. Munn, b. Kay 13

W. L. Weaser, did not bat 0

A. E. Silstone, not out 12

L. J. Blackburn, c. Rouse, b. Wolf 0

A. G. Pile, not out 8

F. P. Shroff, did not bat 0

Extras 8

Total 193

Bowling Averages.

O. M. R. W.

Kay 11 1 42 2

Brown 3 0 28 0

Claxton 8 0 46 1

Overy 4 0 22 0

Munn 2 0 8 0

McLennan 2 0 9 0

H. S. Rouse 2 0 11 0

Davidson 1 0 4 0

WAR NEWS.

STRENGTH OF THE RUSSIAN FORCES.

A Russian force of 3,500,000 men is now in the field—1,000,000 in the neighbourhood of the Niemen, 1,500,000 in Galicia, and 1,000,000 between Warsaw and Silesia. These armies are being reinforced at the rate of 60,000 daily.

THE SIEGE OF TSINGTAU.

According to a telegram from an English war correspondent, received by the British authorities in Peking (says an *Asahi* dispatch), the Japanese have effectively set siege to Tsingtau city on the north-east, north, and south. The plan of operations of the Japanese is to capture the city without destroying it. The source at Li-san of the water supply in Tsingtau having been destroyed, a water famine is being experienced by the German force.

CHINESE IDEA OF BRITISH INDIVIDUALITY.

The education of the British people says a Chinese paper, the *Kao Min Kung Pao*, has laid great emphasis on the conduct of individual persons. When Lord Kitchener issued instructions to his soldiers who were going to start for the Continent, he pointed out that the fate of the Nation depends solely upon the individual actions of each soldier, and that they should not make the honour of Englishmen in the enemy's territory. Since they came to Shantung we notice that his instructions have been carefully followed. It is not because the British soldiers have been captivated by the charm of the words contained in his instructions, but it is because they have been thus educated for a long time before receipt of such instructions.

GERMAN AVIATOR'S EXPERIENCES.

A recent issue of the *Brandenburger Zeitung*, a German newspaper contains the following account of the experience of one of the Kaiser's aviators. It was said to have been written by a German aviator to his parents:—

"Last Saturday night, while our company still lay in our garrison, I received orders to start on a flight into the French country at daybreak on the following morning. The assignment was as follows: from our garrison, over the French fortifications in France, thence westward to Maas to spy out the land for the French lines of communication, and to fly back. The entire distance was 300 kilometres. "By way of preparation maps of the whole region were minutely studied until midnight. The next morning at cock-crow our Gotha Taubis rolled across the city square, then rose and headed westerly. In half an hour we had reached an altitude of 1,200 metres above the town. Then we headed for the French border and immediately my observer, First Lieutenant A., called my attention to the fact we were being fired at by hostile artillery.

"So we climbed to 2,000 metres. Next we noticed that three of the Allies' aeroplanes were pursuing us, but soon we outdistanced and lost sight of them. Later we heard that two of the enemy's machines had been brought down by our artillery. Both hands of one of the pilots were said to have been blown away by a shot.

"With a threefold hurrah we now flew over the border toward a battlefield of the war of 1870-71, which we reached without any further untoward incidents. Here we noticed long columns of troops marching from the south toward north-east. We were now continually fired upon. I saw among other things how a battalion of infantry stopped in the street and aimed at us. Silently and quietly we sat in our Taube and wondered what would happen next. Suddenly I noticed a fault quivering throughout the whole aeroplane. "That was all, as I saw later that one of the planes had four holes made by rifle bullets. But, without changing our course, on we flew until our duty was done."

THE BLACKEST ANNALS IN THE HISTORY OF BARBARISM.

The following is a more detailed report of the remarkable speech delivered by Mr. Asquith at a Cardiff recruiting meeting:—

The Prime Minister, referring to the way in which the Overseas Dominions, the Crown Colonies, and India had come forward, said that never in history had so vast and so diverse a community shown a spirit so unanimous and so resolute in response to a common appeal. In entering upon this war, he said, we have no ill-will to war, gratify no wrongs of our own to avenge. We had no quarrel with Germany. In 1912 we informed the German Government that "Britain declares that she will neither make nor join in unprovoked attack upon Germany." Aggression against Germany is not provided for in any agreement to which Great Britain is a party, but Germany demanded of us in addition, at a time when she was making enormous additions to her forces, especially upon the sea, that we should go further and pledge our neutrality if Germany should engage in war. Though we have consistently worked for peace, to avoid the catastrophe of war, yet we could not give Germany a free hand whenever she chose to select her opportunity to dominate the European world, and we refused to make any such agreement. "Four weeks ago," continued Mr. Asquith, "I asked my countrymen how we could have stood aloof and watched the wanton invasion of France and Belgium by hordes who leave behind them a dismal trail of savagery, devastation, and desecration, worthy of the blackest annals in the history of barbarism. Since then, we have seen still more clearly written in letters of carnage and spoliation, the real aim of this long-prepared scheme against the liberties of Europe. We still believe in treaties, in the rights of the weak and the duties of the strong, and we look forward, at the end of the war, to a Europe in which these great and simple truths will be a safeguard against the recrudescence of the era of Blood and Iron."

CHINESE CONCEPTIONS OF WARFARE.

Many wild and ridiculous rumours are afloat among the Chinese inhabitants in Shantung regarding the fighting which is now going on between the Japanese and German troops. Most of the simple country folk appear to be destitute of any idea as to the manner in which modern warfare is conducted with the latest refinements of Western civilisation. One from among the many rumours current among them is that the Japanese had brought a large number of cattle from Korea and Formosa for the purpose of ascertaining the existence of mines in the neighbourhood of Tsingtau, that they let loose 1,000 of these cattle, which walked into the enemy's position hale and sound. The Germans, the tale went, were naturally very much delighted at this unexpected arrival of live cattle at a time when the food supplies of the garrison were running short. The Chinese report says nothing as to whether the Germans have formally acknowledged receipt of the Japanese present.

Another rumour circulated among the Chinese at Taimo is to the effect that the Japanese are going to try *Kwagyu* (fire-bull) tactics against the Germans. The trick referred to is to fasten lighted torches on to the horns of bulls, and drive the animals against the enemy. This method of offence was invented by a Chinese strategist, Dentan, and was in vogue among the warring Celestials 2,000 years ago, and was also tried by Japanese during the feudal era. That the Chinese of the present day should still believe the efficiency of such an ancient and obsolete method of warfare shows that the age of innocence has hardly passed away yet for them.

These cattle stories among the Chinese are supposed to have originated in the fact that the British troops in Shantung have provided themselves with a generous supply of beef "on the hoof."—*Japan Chronicle*.

GERMAN COMMENT ON BRITISH MILITARY SUPPORT.

The Berlin *Tageblatt* says that owing to England's rapid dispatch of reinforcements, the German movements in France have been seriously checked, and the effect of the assistance given by England to France has become more pronounced than ever, but the effect of this assistance will not be permanent.

DISTRESS IN GERMANY.

A London message dated October 6th says that the unemployed in Germany are fast increasing, and the situation is growing very grave. In Berlin people are struggling to buy cheap, inferior meats, while the poor remain in the streets overnight awaiting the opening of butchers' shops to get the scraps from the previous day. The *Vorwerker* (which seems still to exist, despite its reported suppression) remarks that unless the Government takes measures to relieve the distress of the unemployed there can be little hope of success in the war.

WAR ITEMS.

A Hague telegram states that the Dutch fear that the Kaiser will violate Dutch neutrality. A Dutch officer says:—"We do not wish to fight with any country, but should we be compelled to fight, I know what country it is we shall have to fight. We have forts, guns, and dikes for protecting our neutrality, and we have thousands of troops at The Hague and on the frontier."

Referring to the physical training of the new recruits, a correspondent in the *Manchester Guardian* says it is very difficult to cure some men of the habit of mouth-breathing; so, partly by way of penalty, partly by way of precaution, the regimental doctors have obtained a supply of babies' dummies, and if a man is caught disobeying the order about breathing he is made to pop one into his mouth and keep it there.

In view of the misconception which appears to exist respecting the effect of the mobilisation of the British Army upon the number of horses available for carrying on the farming operations of the country, the Board of Agriculture state that the estimated number of horses used for agriculture is 793,436. The number of heavy draught horses obtained recently by the military authorities from agricultural holdings is estimated at 9,000, or only slightly over one per cent.

Speaking at a meeting of the committee of the Indian volunteers in London, Aga Khan, the leader of the Indian Mohammedans, stated that he wished to follow the field ambulance corps, which was to be sent to the front by the Indian volunteers, as an interpreter. In the present crisis all Indians, irrespective of religion, creed, and race, were united, for in the event of the British national power waning, it would mean that Indian hopes would be permanently destroyed. This fact was realised by the Indian people early in the struggle.

There are new calls in these days on Hampstead Heath, "En avant!" "Conservez la ligne!" and the like. They are rapped smartly out by a dapper French non-commissioned officer in khaki, with a little cane that is never still. He addresses about half a company of the Foreign Legion in London, that is training to fight for England. He marches them up the hill and down the hill, and all about the Heath through the hill, summer afternoons. The General Staff sits with its lady friends on the turf, and looks on approvingly.

The Brussels correspondent of the *Morning Post* says:—"My examination of the northern position led to an incident which illustrates the close watch for spies. I entered an estaminet near Orsmund and asked for coffee. The proprietor sent a little boy to acquaint the guard that a German spy had come, because I spoke so strangely, his speech being Flemish patois. While drinking my coffee I was interrupted by finding a pistol on each side of my head. I was confronted with eight eager young Belgians panting for an execution. Rather foolishly I reached for my papers instead of putting my hands up, almost with fatal consequences. Ultimately explanations were forthcoming, followed by apologies and protestations of friendship."

TELEGRAMS.

[THROUGH REUTERS AGENCY.]

DEATH OF ITALY'S FOREIGN MINISTER.

ROME, October 18th.

The Marquis di San Gaetano, the Italian Minister for Foreign Affairs, is dead.

LONDON, October 17th.

A message from Rome states that the Premier is acting as Foreign Minister.

CORRESPONDENCE.

CONFUCIANISM AND REPUBLICANISM.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—It is always a pleasure to see oneself in print; but whether what we write is sense or otherwise, is another matter. But I maintain that before anyone launches himself into a newspaper argument it is necessary for him to well study his subject and be a master of same.

Your correspondent, Ng Tai Chi, instead of showing why he did not agree with me, when I said that the adoption of Confucianism as the State Religion of China was a suggestion by Yuan with a view to the Imperial Throne, simply went on to say that he did not believe it, qualifying his disbelief with some very strong phrases.

If Ng Tai Chi would read the Confucian Analects as commented on by either Chu Hsi or H'ung An Kwok, he will see that I was right in maintaining that Confucius was intolerant of anything but properly constituted Empires or monarchies.

The basis of the Confucian teaching is the five relations (Wu Lun). The first of these is said by Confucius to be that between the King and his officials; or subjects; this is even above the relation between parents and children. Confucius, we are told, when sent for by his Prince, would not wait for his carriage; and he must never forget that he refused to lend it to be used as a hearse for the coffin of his beloved disciple Yen Yuan, alleging that it would be indecorous for him to walk.

The description given us by his disciples, about his behaviour when having an audience with his Prince, or employed by the latter in some office, is that he would be above every other consideration. Moreover, throughout the Analects and the Chun Chün (Spring and Autumn Records) he condemns in the strongest terms all the officials who should revolt against the tyranny of their Princes.

When the people are told that this is the Saintliest Sage, from whose teachings no one should depart, when the people are told that these teachings must be regarded as Bible truths, and anyone disregarding them has disregarded the Religion of his country and is fit only to be an outcast, we can well see how Confucianism will help the great opportunist, Yuan, to the Imperial throne.

What claims, I ask, has Confucianism to be regarded as a Religion? We are told in Chapter XI. of the Analects that when Chi Lu asked about serving the spirits of the dead, Confucius replied:—"While you are not able to serve men, how can you serve the spirits?" Confucius was a moralist and a materialist; it would be fine if we are to adopt materialism as a Religion! It will not do to adopt the teachings of Confucius as the State Religion because the teacher was a good scholar; then England must adopt Shakespeareanism, and Greece Socratesism, etc.

Ng Tai Chi says that had I been living at the time of Confucius probably I would have been as ardent an Imperialist. This shows how ignorant Ng Tai Chi is of Chinese History. Is he acquainted with the teachings of Mencius, who lived at a time not far distant from that of Confucius, and was politically the same, yet was the most glowing republican?

Your correspondent, sir, must not forget that many Chinese do not look with favour at the adoption of Confucianism as the State Religion, and these, I think, will prefer to throw in their lot with the "Anti-Yuans" than have Confucius as their God or Prophet.—Yours, etc.,

Hongkong, 17th 1914.

J. X. B.

"THE BLUE BIRD."

Thanks to the splendid work of ladies who have kindly undertaken sale of advance tickets and the good response of the public, all Dress Gown tickets issued for the Gala Performance were disposed of in one day, and as a limited number of Stall advance tickets are still available, those wishing to present that night are advised to get their tickets at once. As the advance tickets for the second night are selling very rapidly, it will be advisable to obtain the same for this night with delay.

They can be had at Messrs. Mouton, as well as from the ladies who have undertaken to sell them.

TRADING WITH THE ENEMY.

The Gazette contains the following announcement:—

It is hereby notified that a proclamation was issued by His Majesty the King on the 8th day of October, 1914, amending in the following respects the Trading with the Enemy Proclamation No. 2 issued on the 9th day of September, 1914, which was published in the *Hongkong Government Gazette Extraordinary* of the 6th day of October, 1914:—

1.—Heading (vi.) of paragraph No. 1 is revoked and the following is substituted therefor:—

(vi.)—Not to make or enter into any new marine, life, fire or other policy of contract of insurance (including re-insurance) with or for the benefit of an enemy; not to accept, or give effect to any insurance of, any risk arising under any policy or contract of insurance (including re-insurance) made or entered into with or for the benefit of an enemy.

SECOND MATE'S ALLEGED INDISCRETIONS.

INQUIRY AT THE MARINE COURT.

At the Marine Court on Saturday, George William Eedy, Master of the British steamer *Anhui*, preferred charges of misconduct against J. W. Scott, second mate of the ship.

The Court was composed of Commander Basil Taylor, R.N., Lieut. Commander M. R. J. Maxwell Scott, H.M.S. *Tamar*; Mr. G. W. Cockman, Master of H.M.S. *Malta*; Mr. G. T. Tough, Master of the str. *Yuenwang*; and Mr. A. H. Stewart, Master of the str. *Haimun*.

Mr. D. Lewis (Messrs. Johnson, Stokes & Master) represented the complainant, and Mr. P. W. Goldring appeared for defendant.

The President read a *Justice of the Peace* Court assembly to inquire into the following charges:—That on October 7th defendant was under the influence of liquor while on duty; that he was under the influence of liquor on the 8th inst. while on duty; neglect of duty on the same day and altering the course without orders; thereby colliding with a fairway buoy and endangering the ship.

Mr. Goldring asked for a remand on the ground that the charges were not served on defendant, and therefore he had not had an opportunity of preparing his defence.

The President—You have had twenty-four hours.

Mr. Goldring replied that that was not enough. In a civil case at least four days' notice was given.

The President pointed out that this was not a Civil Court, and that two of the members were leaving port; one to-day and one to-morrow.

Mr. Goldring submitted that he was entitled to a remand. The summons had not been properly served; it was sent to him instead of to defendant. He would not press this point, however, as it would be merely a quibble. He would be ready to answer the charges on Monday, but this day being inconvenient to the complainant, the case was remanded till Tuesday, at 10.30 a.m.

INTIMATIONS

CALDBECK,

MACGREGOR & CO.

(ESTABLISHED 1864.)

SOLE AGENTS FOR

FALCON LAGER,

BEER.

A DUTCH BEER FAMOUS

AT HOME AND ABROAD FOR

PURITY.

EXCELLENCE.

CHEAPNESS.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STRAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBÉ, NELLORE and YOKOHAMA	Capt. J. Gaunt, R.N.R.	About 21st Oct.	Freight and Passage.
LONDON via USUAL PORTS OF CANAL	Capt. G. W. Cookman, R.N.R.	Noon 23rd Oct.	See Special Advertisement.
SHANGHAI	NANKIN Capt. Owen Jones, R.N.R.	About 23rd Oct.	Freight and Passage.
LONDON and GENOA via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	CANDIA Capt. R. E. Peel	About 25th Oct.	Freight.

All the above Steamers are fitted with Wireless Telegraphy.
Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 19th October, 1914.

CHINA NAVIGATION CO., LTD.

FOR	STRAMERS	TO SAIL
MANILA, CEBU and ILOILO	"CHINHUA"	On 20th Oct., 4 P.M.
SHANGHAI	"KANCHOW"	On 20th Oct., 4 P.M.
SHANGHAI	"LUCHOW"	On 22nd Oct., 4 P.M.
WUHAIBAI and TIENTSIN	"HUICHOW"	On 24th Oct., Noon.
MANILA, CEBU and ILOILO	"TAMING"	On 27th Oct., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTIAN" and S.S. "SANUL"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "SHAOSHING" and the S.S. "LIANGCHOW," "LUCHOW" and "YINGCHOW" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woonung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
HONGKONG, 17th October, 1914. TELEPHONE 36. AGENTS. [6]

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

Steamers are despatched Eastward and Westward at regular intervals
taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 1st September, 1914.

AGENTS

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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 20th Oct., at 1 P.M.
"HAIYAN"	Capt. J. W. Evans	FRIDAY, 23rd Oct., at 1 P.M.
"HAIHING"	Capt. W. C. Passmore	TUESDAY, 27th Oct., at 1 P.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	WED'DAY, 21st Oct., at 1 P.M.
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Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 19th October, 1914.

[4]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STRAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	27th Oct.	On 10th Nov., 10 A.M.
ST. ALBANS	21st Nov.	On 18th Dec., 10 A.M.
EASTERN	12th Dec.	On 8th Jan., 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A fully qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

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TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
CHIYO MARU	22,000—21 knots	TUES., 20th Oct.
TENYO MARU	22,000—21 knots from Nagasaki	14th Nov.
SHINYO MARU	22,000—21 knots	TUES., 8th Dec.
FIRST CLASS TO LONDON	£71.10	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60.	" " " £96.10.
" " " SAN FRANCISCO	£45.	" " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

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SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
---------	-----------------------------	-------

ANYO MARU ... 18,500—15 knots ... Wednesday, 2nd December.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, Agent,

King's Building.

TELEPHONE 291.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO

FOR VICTORIA AND TACOMA VIA SHANGHAI, NAGASAKI,
KOBÉ, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"TACOMA MARU"	T. Hamada	THURSDAY, 29th Oct., at 4 P.M.
"PANAMA MARU"	J. Kano	WED'DAY, 11th Nov., at 4 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

Steamer	Captain	Leaving
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"MALAY MARU" ... K. Sakawa ... MONDAY, 19th Oct., A.M.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
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"KALJO MARU" ... Y. Yamamoto ... WED'DAY, 21st Oct., at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
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"DAIGI MARU" ... S. Tokunaga ... SUNDAY, 25th Oct., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
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"BOSHU MARU" ... K. Hattori ...

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,

MANAGER,

Second Floor, No. 1, Queen's Building.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG: 28th Oct. "GUJARAT" FROM COLOMBO: 17th Nov.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING:

From Hongkong: "SALAMIS" 25th Oct.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,

MANAGING AGENTS.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer to	Leave	Leave	Connecting Steamer to	Leave	Leave
YOKOHAMA	COLOMBO.	SHANGHAI	HONGKONG.	MADEIRA and LONDON	MARSEILLE
p.m. Thurs.		6 p.m. Tues.	Noon Satur.		Friday
					Thurs.
					Thurs.
					Thurs.
					Thurs.
					Thurs.
					Thurs.
					Thurs.
					Thurs.

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday.

Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—					
1st Saloon	"A"	Accommodation Single	£65.	LONDON Return	£97.
	"B"	"	£59.	"	£83.
2nd Saloon	"A"	"	£44.	"	£65.
	"B"	"	£40.	"	£50.
1st Saloon	"A"	Accommodation Single	£61.	MARSEILLES Return	£91.
	"B"	"	£55.	"	£83.
2nd Saloon	"A"	"	£42.	"	£63.
	"B"	"	£38.	"	£57.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES

STEAMERS	Leave	Leave	Leave	Leave	Due at	Due at
	YOKOHAMA	SHANGHAI	HONGKONG	SPAIN	MARSEILLES	LONDON
	about	about	about	about	about	about
NELLORE	Nov. 10	Nov. 19	Nov. 21	Dec. 1	Dec. 23	Jan. 8
NAGOYA	Dec. 8	Dec. 17	Dec. 23	Dec. 29	Jan. 25	Feb. 5

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON: 1st Saloon £50 Single; £85 Return. 2nd Saloon £35 Single; £65 Return.

FARES TO MARSEILLES: 1st Saloon £46 Single; £81 Return. 2nd Saloon £33 Single; £57 Return.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT, SUPERINTENDENT.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	Tons	SAILING DATES
MARSHALLS, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	SUWA MARU Capt. Mura	25,000	WEDNESDAY, 21st Oct., at 10 A.M.
VICTORIA, B.O., and SHANGHAI via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	ATSUTA MARU Capt. Yoshizawa	16,000	WEDNESDAY, 4th Nov., at 10 A.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TAMBA MARU Capt. Nagasawa	12,500	TUESDAY, 20th Oct., at 4 P.M.
ALGUTTA via SINGAPORE, PENANG and RANGOON	AKI MARU Capt. Noma	12,200	TUESDAY, 3rd Nov., at Noon.
BOMBAY via SINGAPORE, PENANG and COLOMBO	NIKKO MARU Capt. E. Takeda	9,800	FRIDAY, 23rd Oct., at Noon.
MOJI and KOBÉ	HITACHI MARU Capt. T. Sato	13,500	WEDNESDAY, 18th Nov., at Noon.
SHANGHAI and KOBÉ	SANUKI MARU Capt. Date	12,500	SATURDAY, 24th Oct.
NAGASAKI, KOBÉ and YOKOHAMA	JINSEN MARU Capt. Terada	5,000	THURSDAY, 29th Oct.
KOBÉ and YOKOHAMA	CEYLON MARU Capt. Nagasawa	10,000	FRIDAY, 23rd Oct.
	COLOMBO MARU Capt. Sakamoto	9,800	SATURDAY, 24th Oct.
	INABA MARU Capt. Tomioka	12,500	SUNDAY, 1st Nov., at 5 P.M.
	MIYAZAKI MARU Capt. Teranaka	15,000	SUNDAY, 25th Oct., at 11 A.M.

§ Wireless Telegraphy.

PASSENGER SEASON FOR 1915.

STEAMERS	Displacement	Leave Hongkong
KATORI MARU	20,000 Tons	Thurs., 28th Jan.
KAMO	16,000	11th Feb.
KASHIMA	20,000	11th Feb.
MISHIMA	16,000	11th Mar.
SUWA	25,000	25th Mar.
ATSUTA	16,000	4th Apr.
YASAKI	25,000	22nd Apr.
MIYASAKI	16,000	6th May
KITANO	16,000	20th May
FUSHIMA	25,000	3rd June
AKI MARU	12,500 Tons	Tues., 26th Jan.
SADO	12,500	4th Feb.
YOKOHAMA	12,500	23rd Feb.
AWA	12,500	9th Mar.
SHIDZUKA	12,500	23rd Mar.
TAMBA	12,500	6th Apr.
AKI	12,500	20th Apr.
SADO	12,500	4th May

For Further Information as to Freight, Sailing, &c., apply to

T. KUSUMOTO, MANAGER.

Telephone Nos. 22 and 1241. 18-2-10

POST OFFICE NOTICE.

SHIPS' LETTER BOXES.

- 1.—It is hereby notified that during the continuance of the War all outgoing correspondence must be posted at the General Post Office or at any of its Branch Offices.
- 2.—Ships' Officers are strictly forbidden to receive on board their vessels any correspondence from the Public.
- 3.—Ships' Masters are not allowed to place or expose on board their vessels letter boxes for the purpose of collecting correspondence; all such boxes found exposed on board their vessels will be removed and returned to the General Post Office.
- 4.—Shipping Companies must not receive from the Public for inclusion in their ships' Papers letters or bona fide Consignees' letters which should be left open for inspection when required.
- 5.—Shipping Companies should state in their notifications to the Post Office the exact hour of departure of their vessels in order that the public may have every facility for posting at the General Post Office.
- 6.—Shipping Companies and Ships' Officers must send to the Post Office ALL correspondence except bona fide Consignees' letters posted in the Ships' Letter Boxes or received by Ship Officers at the ports from which they sailed, or anywhere en route to Hongkong.
- 7.—The above regulations will not affect the licensed Private Letter Boxes carried between Hongkong and Canton by the vessels belonging to or managed by the Hongkong, Canton and Macao Steamboat Co.

War risks are not covered by Postal Registration or Insurance.

Correspondence (including parcels) is being despatched as opportunity offers; but all Services are irregular and uncertain and all correspondence is liable to delay.

The Parcel Post Service to France is suspended until further notice.

The Parcel Post and Insured Letter system to Brazil is suspended.

Notice is given that although every possible precaution is taken to secure the safety of all postal packets whilst in the custody of the Post Office the Postmaster-General cannot give compensation for any loss or damage which may be due to the act of the King's enemies. Until further notice no Letters, Boxes, Parcels for Belgium, Brazil, Crete or Montenegro and no Letters, Boxes or Parcels for Malta can be accepted for insurance.

The Parcel Post Service to the United Kingdom is in full working order in both directions by the long sea route.

The Parcel Post Service to Egypt and certain countries mentioned, served by Egypt is resumed for ordinary parcels only:—Crete, Cyprus, Greece, Syria, Turkey, Italy, Algeria, Tunis, Switzerland and (Lybia) Tripoli.

The Service to Tsingtau is suspended.

A late Mail for Swatow, Amoy and Foochow will in future be closed for all Douglas Steamers 20 minutes before each steamer sails, ordinary correspondence will be received after the regular mail has closed at the side west entrance to the G.P.O. in the lane off Des Voeux Road.

The AMERICAN MAIL by China, is scheduled to arrive here to-day.

The MAIL FROM LONDON (via Siberia) of Saturday, the 19th ult., is due to arrive here to-morrow.

The AMERICAN MAIL by Manchuria, is scheduled to arrive here on Thursday, the 22nd inst.

The MAIL FROM EUROPE is expected to arrive here on Thursday, the 22nd inst.

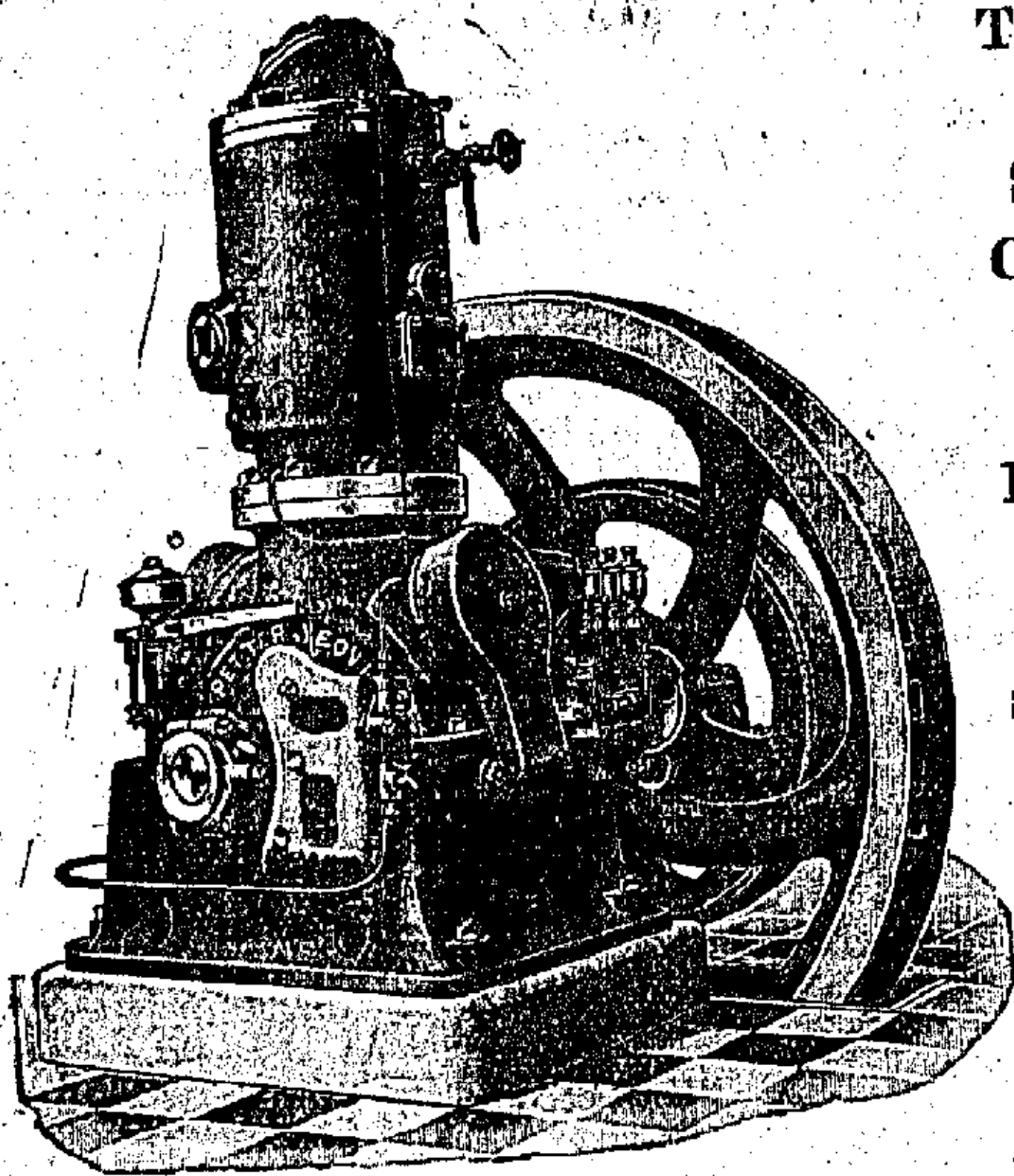
FOR	DATE
Japan via Kobe	Monday, 19th, 4.00 P.M.
Swatow, Amoy and Foochow	Tuesday, 20th, 10.00 A.M.
Shanghai and North China	Tuesday, 20th, 1.00 P.M.
Philippine Islands	Tuesday, 20th, 3.00 P.M.

WM. C. JACK & CO., LTD.,

14, DES VŒUX ROAD, HONGKONG.

SOLE AGENTS FOR
THE PETTER
PATENT
SEMI-DIESEL
CRUDE OIL
ENGINES
AND
KEROSENE
ENGINES.

We carry large stocks of
Ship and Engine Stores,
Cotton Waste, Oil, Packing,
&c.
Electrical Repairs and
Installations Undertaken;
Electro-Plating in all its
Branches.



JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIJERBANG	—	—	SHANGHAI	Second half of Oct.
TJIPANAS	JAVA	First half of Oct.	JAPAN	Second half of Oct.
TJIMAH	JAVA	Second half of Oct.	—	—
TJILIWONG	JAPAN	Second half of Oct.	JAVA	—
TJIBODAS	JAVA	First half of Nov.	JAPAN	First half of Nov.
TJIMAKOE	JAVA	First half of Nov.	SHANGHAI	Second half of Nov.
TJITATJAE	JAVA	First half of Nov.	JAPAN	—
TJITAROEM	JAVA	First half of Dec.	—	—

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
Telephone No. 1574.

York Buildings, 1st Floor,
Hongkong, 19th October, 1914.

TO-DAY

- 3 p.m.—Auction of Crown Land at Ship Street by Public Works Dept.
- 3 p.m.—Auction of Two Lots of Crown Land at Mount Davis and Kennedy Town, by Public Works Dept.

FORTHCOMING EVENTS.

- Wednesday, 4th Nov.—2.15 p.m.—Meeting of the Licensing Board in the Council Chamber.
- Saturday, 7th Nov.—8.15 p.m.—A. D. C. at the Theatre Royal.
- Tuesday, 10th Nov.—8.15 p.m.—A. D. C. at the Theatre Royal.

COMMERCIAL.

CLOSING QUOTATIONS.

October 17th.

ON LONDON—	Telegraphic Transfer	187
	Bank Bills, on demand	184
	Bank Bills, at 30 days' sight	183
	Bank Bills, at 4 months' sight	182
	Credits, at 4 months' sight	181
	Documentary Bills 4 months' sight, ..	180
ON PARIS—	Bank Bills, on demand	218
	Credits, at 4 months' sight	223
ON GERMANY—	On demand	nom.
ON NEW YORK—	Bank Bills, on demand	427
	Credits, at 60 days' sight	nom.
ON BOMBAY—	Telegraphic Transfer	nom.
	Bank, on demand	1313
ON CALCUTTA—	Telegraphic Transfer	nom.
	Bank, on demand	1313
ON SHANGHAI—	Bank, at sight	763
	Private, 30 days' sight	nom.
ON YOKOHAMA—	On demand	86
ON MANILA—	On demand—Pence	86
ON SINGAPORE—	On demand	742
ON BATAVIA—	On demand	1037
ON HATYONG—	On demand	nom.
ON SAIGON—	On demand	884
ON BANGKOK—	On demand	811.25
	GOVERNMENT, Bank's Buying Rate	858.20
	GOLD LEAF, 100 fine, per tola	238
	BAR SILVER, per oz.	238

SUBSIDIARY COINS.

Hongkong, 20 cents pieces	\$12.50 discount.
Hongkong, 10	\$13.14

PASSENGERS.

Per Yusan, from Swatow, Mr. Robt. Blair.	
Per Haiyang, from Swatow, Mr. Dale, Mr. Allen, Mr. G. E. Stewart and Dr. Lamb.	
Per Feiching, from Shanghai, Mr. and Mrs. Gilbert, Mr. Kuerz, Mr. and Mrs. A. Kriznberg, Mr. William V. Harderayll, Mr. G. Gomes and Mr. C. Styles.	

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	10.00
Return " " (available also for return by day steamer)	4.00
Single Fare by Day Steamer	8.00
Return " " " " " "	4.00

The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON. 1 CANTON TO HONGKONG.

MONDAY, 19th OCTOBER, 1914.

3 a.m. HEUNGSHAN. 8 a.m. HONAM.

5 p.m. KINSHAN. 5 p.m. FATSHAN.

TUESDAY, 20th OCTOBER, 1914.

8 a.m. HONAM. 8 a.m. HEUNGSHAN.

5 p.m. FATSHAN. 5 p.m. KINSHAN.

HONGKONG-MACAO LINE.

B.S. SUI TAI, Tons 1,681. S.S. TAI SHAN, Tons 2,003.
HONGKONG TO MACAO
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 8 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 25th OCTOBER, 1914.

The Company's New Steamship "TAISHAN"
Will depart from the Company's Wing Lok Street Wharf at 8 a.m., and return from Macao at 2 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANNING, 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blaks Pier.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FOR	STEAMER	TO SAIL
SHANGHAI KOBE AND	ATLANTIQUE	On 22nd October.
YOKOHAMA	HOMeward	
MARSEILLES VIA PORTS	CHILLI	On 3rd November, at 1 p.m.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.
For further particulars apply to
P. THOMAS, AGENT.
QUEEN'S BUILDING.

"EMBASSY" Cigarettes have proved to be the most popular of all the new brands of Virginia Cigarettes that have been sold for many years.
The quality is unsurpassed.

Embassy
No. 77
VIRGINIA
CIGARETTES

Such Cigarettes can only be offered by Manufacturers possessing a Staff of Experts who have had many years' experience in the manufacture of High Class Cigarettes.

The Cigarette de Luxe.

W. D. & H. O. WILLS
BRISTOL & LONDON.



PRICES:—

AIR-TIGHT TINS OF 50 CIGARETTES	70 CENTS.
" " " " 25	40
DECORATED " " 10	20

Sold by all Tobacconists in Hongkong and the ports of South China.

Because it is the Best in the World it has the Largest Sale in the World

Milkmaid Brand
Full Cream Milk

RELY ON THE BRAND
PURITY IN MILK MEANS HEALTH

For PUDDINGS, &c. (Sweetened), ask for MILKMAID CONDENSED MILK (Blue Label).
For DRINKING PURPOSES (Unsweetened), ask for MILKMAID STERILIZED NATURAL MILK (Coloured Label).
For TEA COFFEE, STEWED FRUIT, &c. (Unsweetened), ask for MILKMAID EVAPORATED MILK (Gold Label).

ON SALE AT ALL STORES.

PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons	MANCHURIA 27000 tons
KOREA 18000 tons	SIBERIA 18000 tons
CHINA 10200 tons	NILE 11000 tons
PERSIA 9000 tons	

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

CHINA (via Manila) Sailing	TUESDAY	27th Oct., at Noon
MANCHURIA	TUESDAY	3rd Nov. at 1 p.m.
MONGOLIA	TUESDAY	1st Dec. at 1 p.m.
KOREA	TUESDAY	22nd Dec. at 1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moran, the world-famous caterer. Large plate-rooms, equipped with electric fans, and running water—bathing facilities, electric reading lamps. Numerous amusements—billiard tables, etc.—and a full orchestra of music are provided throughout the trip. The Safety and Comfort of Passengers is Our First Consideration.
For further information, rates, literature, schedules, etc., apply to
R. O. MORTON, AGENT,
KING'S BUILDINGS.
TEL. No. 141.

VESSELS EXPECTED.

AMERICAN MAIL
The P.M. str. China arrived at Manila on the 15th October, at noon, and sailed from that port for Hongkong on the 17th October, at noon, arriving here on the 19th October, at daylight. The United States mail has been transferred to the N.Y.K. str. Suwa Maru scheduled to arrive at Hongkong on the 19th October, a.m.

THE AUSTRALIAN MAIL
The E. & A. str. Aldenham left Sydney for this port (via Queensland Ports and Manila) on the 29th September, and may be expected to arrive here on or about 21st October.

MERCHANT STEAMERS
The Ben Line str. Denavon, from Leith and London, left Singapore for this port on the 18th October, and may be expected to arrive here on or about the 19th October.
The Barber Line str. Chelister left New York for Hongkong via Panama on the 1st September, and is due here on or about the 20th October.
The O.B.K. str. Tabona Marie arrived at Manila on the 15th October, and will leave for Hongkong on the 19th October, and is expected to be at this port on the 22nd October.

The A.O. str. Changsha left Sydney on the 1st October for Hongkong via Newcastle, Port Darwin, Thursday Island and Manila, and may be expected to arrive here on or about 24th October.

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